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NOTES ON INDIAN ROUTES IN THE SINO-INDIAN BORDER AREA

1. The two LOC studies prepared by DIA for India and East Pakistan--
Northeast India provide the most recent and reliable information on
Indian roads leading to the Chinese frontier. Unfortunately, for many
of these roads there appears to be no descriptive material available on
bridges and road characteristics. Although ground reconnaissance reports
of these routes should be obtained if possible, some work could be accom-
plished through map analysis

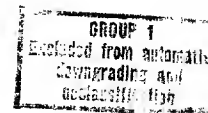
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Comments follow on routes not listed in the LOC studies.

2. Between Routes VIII and VI (see India LOC), a number of tracks
from Tibet cross into India via high passes. Most of these routes con-
verge at Joshimath, from which place a motorable road winds down to the
plains. Judging from the very mountainous terrain, there likely are
numerous points where landslides could block the road.

3. Although there is only one motorable route from India to central
Nepal (Route IV), numerous trails lead into Tibet that could be used by
small groups of men. Nearly all of these routes pass through very
rugged terrain and some are mere footpaths cut into mountain flanks.

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4. In 1962 two motorable roads were constructed from the Indian plains into central Bhutan, one terminating at Paro in western Bhutan, and the other at Trashigang Dzong in the east. No specific information appears to be available, and even the precise alignments are not known.

5. Several motorable roads link the Brahmaputra plains of India with the hills and mountains of NEFA, but only one provides a direct, motorable route from the plains to Tibet. This route leads north from Foothills Camp to Bomdilla, Towang, and Tsonga Dzong in Tibet. This was the route used and improved by the Chinese in their major thrust into NEFA during the late fall of 1962. Other motorable roads lead into Ziro, Along, and up the Lohit Valley to Shonlung. Again, specifics concerning bridges, choke points, and similar details seemingly are lacking.

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